THE NEW YORK HERALD.

WHOLE NO. 10,810. NEW YORK, THURSDAY, APRIL 5, 1866.—WITH SUPPLEMENT. PRICE FOUR CENTS.

STATE CAPITAL.

An Inside View of the City Railroad Schemes.

The Anti-Corruption Radical Plan for Exploding the Railroad Lobby.

No Money but Thousands of Corporators Concerned in Their Passage.

Opinion of Chief Justice Selden on the Broadway Grant.

Progress of the Anti-Weed Railroad Programme.

The Broadway Elevated Railroad Bill Ordered to a Third Reading in the Assembly.

ALL THE OTHER ELEVATED SCHEMES LOST.

THE CIVIL RIGHTS BILL.

Adoption by the Senate of Resolutions Expressing Disapproval of the President's Veto.

&c. &c. &c.

Our Albany Correspondence.

ALBANY, April 4, 1866.

CHIEF JUSTICE SELDEN AND THE RAILROADS.

The great puzzle of this session is the subject of city railroads. Will they pass? Who are the corporators? Which of the schemes will be chosen? Who are the managers? What are their motives? These and a number of like questions suggest themselves at every turn, but their solution never seemed so difficult as at present. I have inquired of the oldest and most knowing of the lobby men, and it seemed to me that I had collected every material fact and indication, but the conclusions I arrived at were so inconsistent that I have doubted the sufficiency and correctness of my examination. Last evening I thought I had found the key to the situation in a conversation of Chief Justice Selden with the gentleman who presided in Committee of the Whole on the passage of the Broadway and Crosstown bills to a third reading. This conversation, as eliciting the opinion of the distinguished Chief Justice—who still in effect may be said, through the influence of his eminent abilities and services on the bench of the Court of Appeals, to preside over the Judiciary—deserves to be noted in detail. He inquired what had been done in the evening session of the Assembly, and Mr. Weed, of Clinton, who had presided, said they had virtually passed the Broadway Railroad. Judge Selden remarked that he did not suppose it was necessary for him to be returned to the Assembly to dispose of the Broadway Railroad. He had made a settlement in that matter in his decision in the Broadway Railroad case, when he was on the bench of the Court of Appeals. He could not see what use it could be to pass such bills. But he entered into an explanation which had a most significant bearing upon the reason why it might be desirable to take the subject out of the Legislature and outside the precinct of popular or political strife. He said that as his decision declaring the right of way to vest in the property owners disposed of Broadway in the courts, so this proposed grant might be a move for shelving the subject permanently in a litigation as long as the thirty years of its proposed term.

THE CITY RAILROAD QUESTION SOLVED.

Upon looking the whole subject over, from this point of view, the railroad puzzle here resolves itself and becomes comprehensible. The surface roads, and possibly the underground railroad also, are intended to be passed as final measures to cover the entire field of railroad grants for New York city. This, it is contended, will put an end to this class of legislation at the Capitol. If the Broadway and underground grants are tied up in the courts, or quashed, as the Harlem grant was, the existing railroads of New York city will have gained at once and permanently the object for which they are now compelled to appear here every session, with a fund of not less than one hundred thousand dollars regularly levied for the defence of their interests against adverse legislation. In this is to be found the reason why Law, Sharp, Kerr, Sweeny, Vanderbilt and his directors, as well as Hilton and the Broadway property interest, all present such an unaccountable attitude about these roads. Judge Hilton, who has had the most experience, and presented the substantial opposition to the Broadway road for so many years, expresses his entire confidence in the reality that there is no organization connected with the pending bills which can ever compete as a road. Yet Judge Hilton stands pretty much alone in his uncompromising and open hostility here. All of the railroad interests and more or less of the factions are represented in the movement to pass a Broadway railroad.

THE BARGAIN. RAILROAD CARCASSES.

The bills contain some three hundred corporators, an unprecedented array, and altogether improbable if the intent on was to build those roads. Then it is a fact that all of the usual operators upon this sort of bills, especially the Weed men, are excluded, and the thing as it stands is substantially in the hands and in the control of the Greeley radicals, or rather it is scattered by their influence in every quarter of the State for the advancement of their political strength in the conventions and to back the expenses of elections this fall. They say that the old democratic regency gave out all the original book, insurance and other charters to their partisans, and by this policy built up the stability of the democratic organization. Why should the radicals not do the same? In fact, the bulk of the latter, having been trained in the old discipline of the democracy, will carry out this policy, as a matter of course. Hence you find the pending railroad grants are shaped exactly upon this plan and the application is made upon a wholesale scale.

APPLYING TO THE CITY RAILROAD BILL.

The old-fashioned scheme of a Broadway railroad, with thirteen names, was proposed here; but when this new theory came in contact with the bills in a radical committee, the owners of the old grabbed were overwhelmed, and a hundred names were added to the list from the Loyal League concern, the machine worked up in this manner will not yield the profitable results and shares which Law and Sharp are in the habit of contemplating in their dreams of this grant. They may indeed find that they can buy in the corporators or some of them out, but the experience in the Nineteenth Ward will be too recent to admit of this being very profitable.

THE NEW ARRANGEMENT.

The Broadway [illegible] PLAN OF GRANT. [illegible] or rather Lexington avenue and Grand [illegible] road bills are projected upon a theory never presented here at any previous session. They confidentially exclude the Weed interest by such, and Weed, if he has any business interest through the proportion conceded to [illegible] and seventh avenue and other existing railroad corporations, is continued to that in the pending projects. The radicals and such associates, democratic or conservatives, as they have chosen to select have [illegible] upon these grants, and intend to make [illegible] of them as [illegible] of legislative skill and corruption here. The foundation of the entire thing is therefore purely political. It was heretofore twelve corporators in [illegible] and half a million of dollars in [illegible] needed. Now it is a hundred corporators, [illegible] interests, to an extent which [illegible] might, perhaps, reach a thousand corporators or [illegible] per year for the stock of the scheme. [illegible] a dozen or so of names pointing to existing railroad and stage interests in New York; but I am [illegible] that the old arrangement of buying those grants with money is an operation contemplated after their passage, and not at this stage. Money is vast enough, will, it is said, be on hand to do the work when the bill has become a law. The railroad men are, therefore, indifferent as to how many names go in, as it will amount to the same thing in the end when they come to purchase those interests. The matter operation is reversed altogether. First, the politicians or legislators have to make up the grant, after which they will be paid for their proportions of it or allowed to retain shares if they keep their shares.

THE SENATE ON THE CIVIL RIGHTS BILL.

You have the substance of the debate today on the President's veto of the Civil Rights bill. Although the topic was called up by Senator Lane and passed with the tone of positive concern, yet the words of the resolution were modified so as to express disapproval without the addition of harsh or emphatic personal censure. For some days the feeling here in regard to President Johnson has been a good deal stirred up, and yesterday a sort of informal caucus was concluded, which pledged to array the State senate in positive opposition to the President, and to declared concurrence in Congress on the subject of this veto. Since the late caucus and the adoption of the resolutions relating to the veto of the Freedmen's Bureau a decided change has been manifested. The result in Connecticut was waited for with impatience; but as soon as announced here the course taken to-day, led off by Folger, was formally decided upon. Senator Folger has given the key note to the tone of the Legislature on national subjects this session, and his strong radical stand to-day vindicates my repeated assertion that as a representative of the sentiments of the Union party he could never be brought into affiliation with the old democracy, whatever accidental associations or manœuvres might bring them in contact with his course on public measures, or mix up democratic Senators with the Union Senators in casual votes. Although the tone of the debate, especially in the speeches of Senators Andrews and Pierson, touched the chord of separation and rupture more harshly than on any previous occasion, yet I am still more satisfied that it now but signifies the inevitable voice which is heard in every really strong party organization—the voice of the sub-opposition, of the minority, overruled in caucus.

TRUSTEES OF THE INSTITUTION FOR THE BLIND.

The Governor sent to the Senate to-day the following nominations to be Trustees for the New York State Institution for the Blind, which were confirmed by that body:—

First Judicial district—Guy R. Pelton and Daniel R. Ross, of New York city.
Second district—Ambrose S. Murray, Goshen.
Third district—John Stanton Gould, Hudson.
Fourth district—Dr. N. Edson Sheldon, Glens's Falls.
Fifth district—Dr. M. L. Lee, Fulton.
Sixth district—Dr. John G. Orton, Binghamton.
Seventh district—Dr. H. C. May, Corning.
Eighth district—Egbert Harvey, Buffalo.

NEW YORK LEGISLATURE.

Senate.

ALBANY, April 4, 1866.

BILLS ADVANCED TO A THIRD READING.

The New York Up Town Savings Bank bill; the Jamaica Savings Bank bill; authorizing the Supervisors of Kings county to correct illegal assessments; the Graham Avenue (Brooklyn) Improvement bill; authorizing the city of Brooklyn to issue bonds for certain purposes; relative to the Nursery and Child's Hospital, New York; to amend the act to facilitate the acquisition of lands for Croton Aqueduct purposes.

BILLS PASSED.

To facilitate the construction of the Buffalo and Oil Creek Cross Cut railroads.
Incorporating the Ladies' Christian Union.
Incorporating the Firemen's Widows and Orphans Fund of Jamaica.
Incorporating the Newburg Female Seminary Company.
Amending the charter of the Citizens' Savings Bank.
To organize certain cavalry regiments in the First District into a cavalry brigade.
Authorizing certain towns to take stock in the Utica and Black River Railroad.

THE PRESIDENT'S VETO OF THE CIVIL RIGHTS BILL.

Mr. Low, (rep.) of Sullivan, called up his resolution expressing disappointment and regret at the veto by President Johnson of the Civil Rights bill.

Mr. Folger, (rep.) of Ontario, moved to amend the resolution by striking out the words "disappointment and regret."

Mr. Low—Why so?

Mr. Folger—Because I expected it, and was not disappointed when it came.

The motion to strike out the words prevailed.

Mr. Pierson, (rep.) of Kings, moved to make the resolution and all other resolutions on national affairs the special order for to-morrow.

Motion lost.

Mr. H. C. Murphy, (dem.) of Kings, moved to lay the resolution on the table.

Motion lost by the following vote:—

YEAS—Messrs. Andrews, Chambers, Collins, C. G. Cornell, Crowley, Frost, H. C. Murphy, T. Murphy, Pierson, Stanford and Wood—11.

NAYS—Messrs. Barnett, Bennett, Campbell, Folger, Gibson, Godard, Hoyt, Humphrey, Kline, La Bau, Low, O'Donnell, Olcott, Parsons, Sessions, White, Wilber and Wolcott—19.

Mr. Hoyt, (rep.) of Steuben, moved to amend by adding to the resolution the first section of the Civil Rights bill.

Mr. Andrews, (rep.) of Otsego, opposed the motion, on the ground that it was unfair to the President to select but one section of a bill containing many, and holding him up to public execration for vetoing it. If the motion is to be pressed he (Mr. Andrews) would move to insert the whole bill.

Mr. Folger denied that the amendment treated the President with any unfairness. If the President had not declared himself against the principles of the bill the Senate of New York would not now have occasion to pass judgment upon him. It is time for him to understand that he cannot be untrue to the people and to the party that gave him the power to veto bills without giving some reasons therefor—without giving evidence that he is still true to the cause of liberty.

Mr. Andrews insisted that it would be unfair to base disapproval of the veto upon one section of the bill. It was unjust towards a man who, out of some forty acts passed by Congress, had agreed so well with it that he has found it necessary to veto only two of them.

The motion to insert the first section was withdrawn.

Mr. Andrews moved to amend so that the resolution shall read:—"The Senate regrets that the President has felt it to be his duty to veto the Civil Rights bill."

Motion lost.

Mr. H. C. Murphy moved that the veto message be read from the Clerk's desk, which motion was lost.

Mr. Murphy then read the message from his seat, and said that he fully concurred in all the premises there laid down, and hence he would vote against the resolution.

Mr. White, (rep.) of Onondaga, advocated its adoption, saying that New York has been silent too long. Her voice, representing four millions of citizens, has been stilled in the hope that a better and more patriotic understanding would be arrived at in Washington, but in vain. Instead of meeting Congress half way the President has piled on measure after measure until we may no longer remain silent. This resolution will have its effect, and its adoption cannot be delayed. I say sacrifices are to be made let us make them. But he had no fear of political effects. The people who carried on the war are with us and against the veto.

Mr. Andrews moved to amend by instructing our representatives in Congress to vote for a bill which shall not be liable to the objections stated by the President in his message.

Motion lost.

Mr. Andrews said that he was of those who did not deem it wise to force this issue between the President and Congress; but the issue is forced, and he (Mr. Andrews) accepted it. Its tendency is to declare open war in the republican party, upon which rests the hope and the fate of the nation. It is pressed by those who shrank back appalled from the war when war became absolutely necessary, who cried "Let the South go in peace," and who were ready to buy peace at the South. Now that the war is over they try to fix war to the knife and the knife to the hilt against the South. They force the issue, and he was prepared to take his position, which would be against the resolution.

Mr. Pierson could not support the resolution. He felt too only he to make wider the division between the President and Congress. It can do no good; it may do harm. He was one of those who believed that the course of Congress during the past four months has been calculated to break up the party which carried our country successfully through the great war of the rebellion, and he regarded such a resolution as this calculated to fracture that party in this State.

The resolution was then adopted by the following vote:—

AYES—Messrs. Barnett, Bennett, Campbell, Collins, E. Cornell, Crowley, Folger, Gibson, Godard, Hoyt, Humphrey, Kline, La Bau, Low, O'Donnell, Parsons, Pierson, Platt, Sessions, White, Wilber, Williams and Wilson—22.

NAYS—Messrs. Andrews, Chambers, C. G. Cornell, Frost, H. C. Murphy, T. Murphy, Pierson, Stanford and Wood—9.

THE PROPERTY OF ALBANY ASYLUM.

Mr. Pierson called from the table the joint resolution heretofore adopted in caucus, and subsequently by the Assembly, on national relations, and the three first were adopted by a strong party vote.

The fourth, in favor of universal suffrage in the District of Columbia, [illegible] Andrews moved to amend by striking out application so that [illegible] shall be extended to the colored men who can read the Constitution of the United States and have a freehold in the army.

The amendment was lost by a vote of 4 to 26.

The resolution was then adopted by the following vote:—

YEAS—Messrs. Barnett, Bennett, Campbell, Collins, E. Cornell, Crowley, Folger, Gibson, Godard, Hoyt, Humphrey, Kline, La Bau, Low, O'Donnell, Parsons, Pierson, Platt, Sessions, White, Wilber, Williams and Wilson—22.

NAYS—Messrs. Andrews, Chambers, C. G. Cornell, Frost, H. C. Murphy, T. Murphy, Pierson, Stanford and Wood—9.

Mr. Low moves that the clerk be directed to transmit the resolution disapproving of President Johnson's veto of the Civil Rights bill to our Senators and the members of the House of Representatives.

EVENING SESSION.

THE TAX LEVY.

The consideration of the New York city tax levy was resumed in Committee of the Whole.

On motion of Mr. Low amendments were adopted restricting the publication of Corporation advertisements to four daily papers at legal rates; reducing the appropriation for city contingencies from $90,000 to $16,000, and appropriation for deficiencies in the city Inspector's Department from $35,000 to $6,000.

Mr. Sessions moved to amend by prohibiting the Common Council from creating any new office or department or increasing the salary of any officer during the year.

The bill was then ordered to a third reading.

BILLS ORDERED TO A THIRD READING.

To incorporate the National Indemnity Insurance Company; to incorporate the Brooklyn Trust Company; amending the charter of the International Bridge Company; to enable the Commissioners of the Central Park to make further improvements; relative to the Croton Aqueduct Board and certain streets in New York.

Adjourned.

Assembly.

ALBANY, April 4, 1866.

ANNUAL REPORTS.

The Speaker presented the annual report of the State Agricultural Society.

CHARTER APPROPRIATIONS.

Mr. Ochmann, (rep.) of Albany, reported a bill making appropriations to charitable institutions.

SOLDIERS' AND SAILORS' ORPHANS' COUNTY.

Mr. Lansingh, (rep.) of Oneida, introduced a bill to incorporate the North American Steamship Company. Referred to report complete.

BILLS PASSED.

To authorize the Clerk of New York county to appoint an assistant deputy.
To facilitate the construction of the Plattsburg and Whitehall Railroad.
Confirming the location of the new Capitol at Albany.
To provide for the completion of the Albany and Susquehanna Railroad.
To erect the town of Lincoln, Rensselaer county.
To provide for refunding the various banks and insurance companies in New York taxes of 1863 and 1864.
To alter the Commissioners' map of Brooklyn.
To cede to the United States jurisdiction over certain lands near the Battery for a barge office.
To provide for the extension of the Chenango Canal.
To amend the act relative to the Court of Special Sessions in New York.
To amend the General Militia law of the State.
To amend the act relative to the storage of combustible materials in New York.

NEW YORK TAX LEVY.

The House went into Committee of the Whole on the New York county tax levy.

Mr. Pitts, (rep.) of Orleans, moved to reduce the item for advertising from $25,000 to $10,000; which was carried.

Mr. Pitts moved to strike out the item of $3,000 for contingencies to Comptroller's office; which was carried.

Mr. Pitts moved to reduce the item of $40,000 for county contingencies to $16,000.

Pending the motion progress was reported in the House and Mr. Brandreth, (rep.) of Westchester, moved to make the bill the special order for this afternoon, which was carried.

At four P. M. a recess was taken.

NEW YORK ELEVATED RAILROADS.

The special order was the New York elevated railroad bills.

The House, in Committee of the Whole, considered the five bills providing for the construction of elevated railroads in New York.

The bill known as the Broadway Corrugated Elevated Railway bill was taken up. Several names of corporators were stricken out and others inserted. The clause placing the construction of the road under the superintendence of the State Engineer and Surveyor was stricken out, as was also the clause giving the power to the Grand Jury of New York county to indict the road as a nuisance.

The bill was then ordered to a third reading by the following vote:—

AYES—Messrs. Aldrich, Aley, Baker, Barkley, Barryman, Bills, Boyd, Brasson, Buckman, Calkins, Chamberlain, Congdon, Creamer, Donohoe, Downing, Eldridge, Fay, Ferguson, Frear, Frost, Goodrich, J. G. Graham, Harrington, Hepburn, Kimball, Kniskern, Kreidler, Lansner, Lewis, Lyons, McCall, McCloskey, McKay, McVey, Millspaugh, Moore, Morse, Nickerson, Oakey, J. Parker, Patrick, Penny, Pomeroy, Potter, Post, A. L. Reynolds, G. C. Rice, W. H. Rice, Schutt, Seebacher, B. E. Smith, E. S. Smith, A. Y. Stewart, Topliff, Tracy, Udall, Vandenberg, Van Valkenburgh, Walsh, Weller, Wilber, Worth—62.

NAYS—Messrs. Anderson, Andrews, Baldwin, Barker, Biddlecom, Bodine, Brandreth, Caulfield, Cochrane, Curtis, Gleason, G. Graham, Hiscock, Hasbine, B. N. Huntington, L. D. Huntington, Jenkins, Levinger, Littlejohn, Maurice, McGowan, J. L. Parker, Pitts, Ranney, M. Reynolds, W. H. Rogers, Selden, Shaw, Snyder, Speaker, T. E. Stewart, Tucker, Tuthill, Weed, White, Williams, Wilson, D. P. Wood, Wooster, Younglove—41.

All the other bills were lost.

REPORTS.

Mr. Selden reported a bill relative to the management of telegraph companies; also to authorize the taxation of stockholders of banks; also to incorporate the American Land Company and Agency; also to regulate taxes on lands taken for the Croton Aqueduct.

The House took a recess until eight P. M.

EVENING SESSION.

THE PRESIDENT'S VETO.

Mr. Kreidler, (rep.) of Steuben, asked unanimous consent to offer the following:—

Resolved, That this Assembly have learned with regret of the veto by the President of the Civil Rights bill, and that our Senators and Representatives in Congress are respectfully and earnestly requested to use all proper efforts by their votes and influence to procure the passage of said bill notwithstanding the veto of the President.

Mr. Veeder, (dem.) of Kings, objected, and Mr. Kreidler moved to lay the order of business on the table in order to offer the resolution, which was lost—36 to 64.

SAFETY ON RAILROADS.

The bill to provide for the safe construction and management of railroads was considered in committee of the whole. It provides for the appointment of four Railroad Commissioners by the Governor and Senate.

This was referred to the Committee on the Judiciary to report complete at any time.

THE CENTRAL RAILROAD PARK BILL.

was considered in Committee of the Whole, and, after a long debate, Mr. Littlejohn moved to recommit, with instructions to amend that the freight passenger train shall be run at least fourteen miles per hour, and the two cent per mile passenger trains at least seventeen miles per hour, and that way freight shall be moved by the company within ten days after the passage, and that thus amended the bill be ordered to a third reading.

Adopted 69 to 32. Adjourned.

Court of Appeals Calendar.

ALBANY, April 4, 1866.

The following is the day calendar of the Court of Appeals for Thursday, April 5:—Nos. 25, 25½, 27, 29, 1½, 31, 32, 33, 34 and 35.

The Great Bond Robbery.

HOD ANNIE ANXIOUS TO BE CAUGHT—THE DETECTIVE SYSTEM.

[From the Newburyport Herald, April 3.]

The Boston *Post-Boy* tells a good story of Hod Annie, alias Jones alias Brown, the robber, who has been recently boarding at one of our hotels:—

Upon the arrest of the rogue by Marshal Wescott, no handcuffs were put upon him, and he came along with the officer the same as any travelling companion would have done, and they did not always occupy the same car. At Beverly the car in which the robber was got detached from the train, and left, and he jumped from it in haste, and ran to the car where the officer was, apparently afraid of being separated from him. By some this is looked upon as an honorable action on the part of the thief, who may have been on parole at the time.

Whether the above is true or not, it is understood that the robber was as anxious to be arrested as any one was to take him. This is evident in the fact that, when he had once been in Boston, and his plunder was safely there, on his second return from New York he kept eight national bonds in his trunk, just enough to identify him with the robbery, which bonds were made payable to Rufus L. Lord, and were therefore worthless to him for the time being, at least. Thus it appears that he was more willing to be arrested than some parties were to arrest him, from another fact—that police officers in Boston knew of the robbery from the robbers themselves, according to the statement in the *Journal* (that they knew it before Mr. Lord himself did), and knowing it from those parties they had not made the arrest, but left him to be accidentally picked up by a "Down East" policeman, who was struggling through New York for other game. We don't know who held the plunder in Boston, and it would appear better for some men if that mystery was cleared up; but this Annie was very anxious to tell Detective Heath all about it, and unwilling to make a revelation to Marshal Wescott.

It is high time that the man who confessed the robbery was arrested; and if we filled the place of Mayor of New York he should be arrested, if he could be found this side of eternity, and the mystery of this transaction unravelled. Nobody is satisfied with the thing as it stands; and none in us can believe that the arrest would implicate parties that hold commissions from the city of New York, and lead to a general housing-up and revision of the delivery system. Why, when that fellow was in Newburyport he felt so safe from harm as the landlord of the hotel where he boarded, and he might have felt more so now, for there was more chance that he would rob the town than that he would be prosecuted for his crimes. We have not come to the bottom of this yet; will the men who should move in this business let it sleep?

The New York State Associated Press.

BUFFALO, April 4, 1866.

The members of the New York State Associated Press met here to-day and elected the following officers for the ensuing year:—President, A. M. Clapp; secretary and treasurer, Ellis H. Roberts; Executive Committee, [illegible] of the Rochester *Union*; Dr. Hallenbeck, of Georgetown; [illegible], J. M. Francis, of the Troy *Times*, of the Syracuse [illegible].

The annual dinner [illegible] by the Buffalo press to the members of the Associated [illegible] at the Tifft House and was an elegant and enjoyable affair.

News from California.

SAN FRANCISCO, April 4, 1866.

The Legislature has passed concurrent resolutions expressing appreciation of the services of General Meade, and asking Congress to promote him to the full rank of Major General in the United States army.

The Legislature will adjourn sine die to-morrow.

The wheat at Sacramento is five inches higher than for any season previous. The country for hundreds of miles is again overflowed.

Committees for the Examination of Law Students.

SUPREME COURT—GENERAL TERM.

Before Judges Barnard, P. K. Ingraham and Sutherland.

APRIL 4.—The following gentlemen were to day appointed as a Committee on Examination for law students:—Geo. Tompkins, Thomas G. Campbell, F. W. McMahon, Thomas C. Pinckney. The following were appointed as a Committee on Character:—Jeremiah Larocque, Thomas E. T. Buckley, T. James Glover.

The Erie Canal.

ALBANY, April 4, 1866.

The Canal Commissioners have not yet agreed upon a day for opening the canal, but it is supposed it will be opened about May 1.

Sailing of the Steamer Somerset for Europe.

BALTIMORE, April 4, 1866.

The steamer Somerset, of the Baltimore and Liverpool line, sailed hence this afternoon with a large and valuable cargo of cotton and breadstuffs for Liverpool.

Marine Affairs.

ON BOARD STEAMER GENERAL GRANT, APRIL 4, 1866.

We, the undersigned passengers on board the steamer General Grant, from New Orleans to New York, hereby tender our thanks to the officers, and more especially to her commander, Orlando Holmes, and Purser Burke, for the courtesy and kindness extended to us on the voyage. We would commend the General Grant to the travelling community, as a staunch and seaworthy vessel, and assure them that they will be pleased with the gentlemanly management that will receive from the hands of Captain Holmes.

Wm. Dennistoun, Lieut. H. S. Poring, Geo. A. Fuller, A. de Wagner, T. W. Clowes, Richard L. Jones, Wm. Woodside, Pierre Mallard, J. P. Jenkins, George H. Kelley, James Gray, Jr., James Wise, W. A. Wallace, J. H. Hunt, Jas. K. Wainwright, R. A. Wallace, A. R. Wallace, A. Taylor, Mrs. C. Wiggin, Mrs. M. Wolfe.

EUROPE.

The Damascus at Portland with One Day Later News.

Effect of the German Difficulty on American Securities.

Opposition Tactics in the English Parliament.

Mrs. Stephens Gone to Join the Head Centre in Paris.

Important Advices from Washington in Madrid.

&c. &c. &c.

The steamship Damascus, Captain Watts, which left Liverpool at 2 P. M. of the 22d and Londonderry 23d ult., arrived at Portland, Me., yesterday evening.

Her news is one day later.

Recruiting of Austrian volunteers for Mexico was about to commence.

A collision took place on the Norfolk coast between an English steamer and a Russian brig. The brig afterwards capsized, and ten of the crew and the captain were drowned.

The Damascus passed the steamer Delta yesterday, bound East.

The steamship City of Manchester, from New York, arrived at Liverpool on the 22d of March.

The steamship Edinburg, from New York, arrived at Liverpool on the 23d of March.

The steamship Nouveau Monde, from New York, arrived out on the 22d of March.

The German Question.

Statements in regard to Austria and Prussia are conflicting. German firms in London have uniformly ridiculed the idea of hostility, and the latest telegrams are of a reassuring character. But still the German press continue to deal in warlike rumors.

A special courier arrived at Vienna on the 21st ult. with despatches from the Prussian government, the nature of which has not transpired.

LIVERPOOL, March 23—Evening.

Alarming war rumors continue to prevail at Vienna, but the news is conflicting.

The Fenians.

STEPHENS SAID TO BE CERTAINLY IN PARIS.

The *Irish Times* learns from a reliable authority that the escape of Stephens is no longer a matter of doubt, as he arrived safe in Paris on Sunday morning, the 18th ult., when he immediately sent a telegram to his wife, who was staying at Cork, expecting every day instructions to embark for America. She and her sister forthwith set out for England, *en route* to Paris to join her husband.

Great Britain.

STATE OF PARTIES IN PARLIAMENT AND CHANCES OF THE REFORM BILL.

In the House of Commons on the 21st ult. the bill abolishing certain restrictions upon the dissenters at Oxford University was debated, and carried through the second reading by 114 majority.

The London *News* regards this division as the best criterion yet presented of the strength of parties in the new Parliament.

Another liberal member, Mr. Oliphant, gave notice of an intended motion affecting the Reform bill—namely, the appointment of a royal commission to inquire into the question of redistribution of seats.

The chances of the Reform bill continue to be actively canvassed by the journals, those opposed to the measure contending that Earl Grosvenor's amendment will seal the doom of the bill while the other side anticipate little or no danger from it, unless there is serious defection from the liberal ranks.

The London *Star* of March 23 says Lord Grosvenor's resolution was drawn up by Disraeli, and, if it should obtain a majority, it will be followed immediately either by the resignation of the government or the dissolution of the House; but most probably a dissolution.

France.

Politics are uninteresting. The Bourse was flat. Rentes closed dull, 65.

The Bank of France has reduced its rate of discount to 3½ per cent.

Spain.

A Madrid telegram says the Spanish government had received important despatches from its Minister at Washington, but upon what subject is not stated.

India.

BOMBAY, March 16, 1866.

Goods firm. Cotton advancing. Exports of the week 30,000 bales. Freights 45s. Exchange 2s. 1 d.

CALCUTTA, March 15, 1866.

Exchange 2s. 1½d.

Commercial Intelligence.

THE LONDON MONEY MARKET.

Goods dull. Consols easier. Discount demand light. Bank note remains at 6 per cent. It was thought probable that a further reduction would take place in a week or 10 days.

Satterthwaite's Circular of the evening of the 23d says:—Advices of higher quotations for stocks and lower premium on gold received last week had a favorable effect on American securities, and both fixed-interest and railway shares were largely dealt in at enhanced prices. The improvement, however, has been almost entirely lost, owing in great part to the confirmed banker panic which was excited by the failure of a firm in Gracechurch street, whose American securities were largely dealt in, and have the effect of bringing large amounts into the London market. On the week five-twenties show a fractional advance, closing at 71¼ a 71½. Illinois, on good report, has received a steady advance; but some have given way, closing at 93½ a 93¾. Virginia shares have advanced 10 per cent, under a renewed proposal to fund the interest coupons, and resuming the payment of interest.

LONDON, March 23—Evening.

Consols closed at 86¼ a 87 for money. Bullion in the Bank of England has increased during the week £128,000.

AMERICAN SECURITIES.

United States five-twenties, 71¼ a 71½; Illinois Central Railroad, 79½ a 80; Erie Railroad, [illegible].

The *Times* city article (23d) says the various markets continue to show extreme dullness, and closed without symptoms of a rally, notwithstanding the reduction of the rate of discount by the Bank of France. There was yesterday an increased discount demand at the Bank, owing in consequence of some applications having been paid back in anticipation of the lowering of the rate from 4½ to five per cent. The large reserve shown to be attributed to lead to the immediate adoption of a similar downward movement.

THE LIVERPOOL MARKETS.

LIVERPOOL, March 23, P. M.

COTTON.—The Brokers' Circular reports the sales of the week (not up) 71,000 bales, including 14,000 bales to speculators and 11,000 bales to exporters. The market closed buoyant, with an advance of ¼d. a ½d. per lb., but the advance was subsequently almost all lost on closing flat. The sales today were 7,000 bales, including 1,000 bales to speculators [illegible] Uplands, the lowest quotation, closing dull and quotations barely maintained. The following are the official quotations:—

	Price.	Middling.
Orleans	[illegible]	[illegible]
Mobile	[illegible]	[illegible]
Uplands	[illegible]	[illegible]

The stock in port 420,000 bales, including 221,000 bales of American.

BREADSTUFFS.—The market is very dull.

PROVISIONS.—The market is quiet and steady.

The Manchester market is dull.

The Case of Bradley T. Johnson.

BALTIMORE, April 4, 1866.

The statement that the President had directed the release of the bail in the case of Bradley T. Johnson, arrested by the United States Marshal a short time since, proves to be erroneous. The facts in the case are these:—After the arrest on the 27th ult. and release upon bail entered under protest, Mr. Johnson went to Washington and exhibited his parole and pass in General Grant. The latter, under the impression that John[illegible], under the term of the parole, was exempt from civil arrest, wrote a letter containing his views to the President, and urged him to take action in the case with a view to the release of Johnson. A letter containing this information received here led to the statement on the part of those who, it was thought, had procured the release, &c. No instructions in regard to the matter have yet been received from Washington by the Judge or Clerk of the United States Circuit Court, nor any other advices by the counsel for Mr. Johnson with those of General Grant. But whether he will act in the matter, or leave the question to be decided by Chief Justice Chase, remains to be seen.

Death of a Cincinnati Journalist.

CINCINNATI, April 4, 1866.

Mr. Potter, senior proprietor of the Cincinnati Commercial, died at his residence in this city early this morning.

MEXICO.

Official News from El Paso—Important Successes of the Liberals.

WASHINGTON, April 4, 1866.

Mr. Romero has received official news from El Paso up to the 9th of March, from which it appears that on the 4th the Ferragas brigade left there for the city of Chihuahua, which it was expected would be reoccupied about the 20th ult. President Juarez intended to establish his government there at once.

It is also stated that official news had been received at El Paso of several important successes obtained by the national troops in Tamaulipas, Coahuila, New Leon, Sonora and Sinaloa. General Martinez routed the French at Alamos and captured the place. He afterwards effected a junction with General Morales.

THE ALLEGED PRIVATEER METEOR.

Further Examination of Senor Vicuna Mackenna.

The case of the United States vs. the steamship Meteor was on again for hearing yesterday, before Judge Betts, in the District Court.

Daniel S. Dickinson, District Attorney; S. G. Courtney, Assistant District Attorney, with Messrs. Webster and Craig, appeared on behalf of the government to conduct the prosecution, and Messrs. Evarts and Choate were counsel for the owners of the ship.

SENOR MACKENNA'S TESTIMONY.

Senor Mackenna was recalled. In reply to Mr. S. G. Courtney he said he knew Catesby Jones, who had been in the Confederate navy; knew other officers of the Confederate government; he had not employed Catesby Jones; Senor Mackenna said a great many of the questions put to him had the tendency of criminating himself; knew an officer named Captain Wilson; declined to tell what Wilson's business was, as it tended to criminate him (witness); he declined to answer on the ground that it would criminate him to say if Catesby Jones had been employed by the Chilean government; I decline (continued Senor Mackenna) to tell how many interviews I had with Captain Wilson; I decline to say whether, from my own knowledge, or from what Captain Wilson told me, that he examined the Meteor, on the ground that my answer would tend to criminate me; I decline on the same ground to answer whether Catesby Jones made an examination of the Meteor.

Mr. Courtney asked the Court to compel the witness to answer.

The Court declined to do so.

Mr. Courtney excepted to the ruling of the Court.

Q. Do you know where Catesby Jones is now? A. I decline to answer.

Q. In the month of January last was Captain Jones in the service of the Chilean government? A. I decline to answer.

Q. Do you know when he left the city of New York? A. I decline to say.

EXAMINATION OF DANIEL J. HUNTER.

Daniel J. Hunter examined by Mr. Courtney:—I reside in New York; I am translator for Mr. Mackenna; I am not his secretary; I have resided with Mr. Mackenna since December; I know Mr. Mackenna's handwriting; I do not know that I have seen Mr. Rogers write; I do not know a person named Catesby Jones; I know Captain Wilson; I saw him a message in Chile; I saw him about three weeks ago; I saw him at Mackenna's house; I cannot say the exact time; I do not know, from my own knowledge, or from anything Mackenna or Wilson told me, what Wilson's business was at Mackenna's house; I was present at interviews between Mackenna and Wilson.

Q. Did you hear any of those interviews or conversations between Mackenna and Wilson in regard to fitting out privateers in the interest of Chile against Spain?

Counsel for the defendants objected.

The Court admitted the evidence.

Witness—I have heard the subject under discussion in a general way. I cannot give the slightest idea as to the time the discussion took place.

Q. Was not that the usual topic of discussion when they met? A. Yes. I have no recollection of what they said.

Q. Give us the substance of what they said. A. I do not recollect it.

Q. Did you hear, in any of those interviews, the subject of the purchase or getting the Meteor discussed. A. Yes, I cannot tell in how many interviews that subject was discussed; I think Captain Wilson and Mackenna; I cannot say positively where he is now; I have heard from either Wilson or Mackenna that Wilson was in the employment of the Chilean government; I do not know that in the interviews between Mackenna and Wilson proposals were made to Wilson to induce [illegible] of the Meteor.

Q. Who commanded the Meteor?

Objected to, and question withdrawn.

Witness—I know Captain Hendry; I have been on board the Meteor (where a Mr. Van Buren, Smith and Mr. Sarratea were with me); they saw Captain [illegible] we went into the cabin; this was about three months ago; Mackenna was there; all three were there; the Meteor Captain Kemble called at Mackenna's house on two occasions and as Mackenna; this was two or three months ago; Kemble remained on each occasion an hour or so with Mackenna; I did not take any memorandum at that time of anything that was said or done by Mackenna; I do not know any of the other officers of the Meteor; I know the Chilean Minister at Washington, Asta Burunga; I saw him in New York several times after Mr. Mackenna's arrival in this country; I have seen him at Mr. Mackenna's house; I have not heard them talking about fitting out vessels against Spain; I do not know from my own knowledge or from anything Mr. Mackenna told me that the Chilean Minister examined the Meteor. I do not know Mr. L. B. Jerome, of this city; I know Mr. Rogers, the Chilean Consul; I have seen him several times at Mr. Mackenna's house; I have heard them talk about fitting out a privateer against Spain; I do not know from my own knowledge or from anything Mr. Mackenna told me that the Chilean Minister examined the Meteor. I do not know Mr. L. B. Jerome, of this city; I know Mr. Rogers, the Chilean Consul; I have seen him several times at Mr. Mackenna's house; I have heard them talk about fitting out a privateer against Spain; I have heard the Meteor mentioned.

To Mr. Evarts—I am a native of New York; I have been in Chile; I have served for some time both in the army and navy of the United States.

To Mr. Courtney—I was in Chile for about five months, and there became acquainted with Mr. Mackenna; I left Chile about the 10th or September, before the breaking out of hostilities between Spain and Chile.

EVIDENCE OF RONALD MCDONALD.

Ronald McDonald was examined as to an interview between himself, Consul Rogers and Rogers, house in Thirty-fourth street. Rogers said that he wanted modern arms and ships for war purposes, and many shells; the Chilean government furnished Rogers with a list of stuff; he told him an estimate of arms for the Chilean navy, which he said he would submit to the Chilean Minister or the Chilean Consul; consequently took him an estimate of the Meteor, and Rogers said he understood arrangements had been made